

GENERAL NEWS.

For the Indian Soldiers' Fund.
On 19th ult. the Eastern League, in connection with the Committee of the Indian Soldiers' Fund, gave, in aid of wounded Indian soldiers, a matinee, which crowded the Shaftesbury, and at which were present Queen Alexandra, the Princess Royal, and Princess Victoria. In the course of the entertainment Madame Miura, described as a Japanese prima donna, gave a really charming selection of songs. For the chorus for her first song there was a bevy of delightful little Japanese children and young girls, any one of whom might have stepped out of a Japanese coloured print. The song, "Sakura" (Cherry Blossoms), was the most typically Japanese, and was all too short. Then followed Rossini's "Una voce, poco fa," brilliantly sung, and Madame Miura showed her versatility by giving "The Last Rose of Summer" to a piano accompaniment by Lady Hart, and "Within a Mile of Elinor's Town," this latter with real piquancy and point. Her last item was the Japanese National Anthem, both she and her chorus holding their own and our Eastern ally's flag. Amongst those present was Madame Inouye, the wife of the Japanese Ambassador.

A Family of V.C.s.
The late Brigadier-General Gough was a member of a remarkable military family, three of whom were the Victoria Crosses. These were the Brigadier-General himself, his father, the late General Sir Charles Gough, who was in command of the cavalry in the march to Kandahar, and his uncle the late General Sir Hugh Gough. There is no other instance of three members of the same family having been awarded the highest military decoration. Brigadier-General Gough, who was one of the youngest generals in the Army (he was only 44) won his V.C. during the Somali operations of 1902-3. He first saw service in Central Africa in 1896, was present at Khartoum, and went through the South African War, participating in the defence of Ladysmith and the actions at Laing's Nek, Bullst and Lydenberg. — *Globe*.

Lady Doctor's Death in Serbia.
The death took place on Feb. 14 at Kragujevac, Serbia, of typhus fever, while acting as Serbian military doctor, of Miss Elizabeth Nesbitt, M.B., Ch.B. Miss Ross was the eldest daughter of the late Mr. D. A. MacBean R.S., Commercial Bank manager, London, and a graduate of Glasgow University. She also studied in Berlin and Dublin, and held the certificate of the London School of Tropical Medicine.

Shanghai Criminal Appeals.
Sir H. Williams, Judge of H. M. Supreme Court, has drawn up a set of new rules providing for appeals in criminal cases, and these have now been approved by the Secretary of State and are published for general information.

Chinese Railway Agreement.
The Embassy at Tokyo reports that the Peking-Kiang, Peking-Hankow, Tientsin-Pukow, and Shu-ghai-Nanking railways have subscribed to an agreement for through passenger and baggage traffic between China and Japan. Through traffic over these railways and the railways on the Japanese side, which are parties to the agreement (viz., the Imperial Government Railways of Japan, the Korean Railways and the South Manchuria Railway), commenced on Jan. 1. As regards the South Manchuria Company's line, the through traffic agreement also applies to the Peking-Mukden Railway.

Award for Dr. Scott Keltie.
At Burlington-garrens Dr. Page, the American Ambassador, presented to Dr. Scott Keltie, secretary of the Royal Geographical Society, the Oullam gold medal for long and eminent service to geography awarded by the American Geographical Society. Dr. Page said the medal brought with it the compliments of the American society, and it was all the more agreeable duty to him to present it as that happened to be the anniversary of the birth of Washington, as well as the beginning of another century of peace between our two peoples.

NOTICE.

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EXCLUSIVE AGENTS.

SPLENDID FEATS OF
BRITISH.Dramatic Incident in La Bassee
Charge.

COPPER—NOT SUGAR.

Remarkable Discovery in
Copenhagen Harbour.

February 16.—On Thursday, the 11th, and Friday, the 12th, the lack of serious action on our front continued, writes "Eyewitness."

On Saturday our guns on the right registered several hits on a bridge, and our line on the east of Givenchy was pushed forward somewhat to a more favourable position. On the extreme right our guns and infantry co-operated in an advance made by the French. The German guns were more active than usual against our centre and left.

On Sunday, the 14th, the German guns maintained a heavy fire along the greater part of our front. About 7 a.m. the enemy attacked our line a little to the south of the Ypres-Cumines Canal, and carried a short length of trench. This slight success encouraged them to make a second attack about 3 p.m. on the trenches to the south of their first objective. Here, too, they captured a small portion of our line, but in the night of the 14th-15th a counter-attack was organised, and the enemy was driven out of all the trenches captured in the second assault, though he still retained possession of a trench about eighty yards in length, which had been captured in the morning. In this fighting we took 13 prisoners; most of them belonged to the 1914 Class, and appear to have only just arrived in the field.

During the following night, that of the 15th-16th, another counter-attack took place, and we regained the whole of our line. Nothing of importance occurred during the day of the 15th. Our heavy artillery made some good shooting on the right; one shell landed in a trench, and is believed to have destroyed some 50 yards of it.

Some further details of the recent fighting in the La Bassee area are now available.

It will be remembered that on February 1, after recapturing a trench which the Germans had taken from us a few hours before, we gained by successive attacks two posts on the canal bank. As a matter of fact, one of these had been taken from us a short time before, and was not a German post, as stated in the letter of February 2. In the first rush on the nearest work one of those unforeseen but dramatic incidents occurred which often imperil even the best-laid schemes. As the storming party was on the point of dashing forward, just at the moment when delay might have been fatal, for it might just have given the enemy, who were much shaken by our artillery fire, time to recover, a man dropped a box of hand-grenades, some of which detonated.

For one instant there was bewilderment and some hesitation, no one quite knowing what had happened. Fortunately the officer who was leading the storming party rushed ahead, and his men followed him and carried the enemy's position at the

Copenhagen, Feb. 14.
In consequence of the large number of heavy casks she had on board a detective's attention was attracted to a vessel called the Carmen of Koge, lying in the Copenhagen free harbour.

These casks, numbering one hundred in all, were supposed to contain sugar. An investigation, however, revealed that the vessel was heavily laden with copper consigned to a German manufacturing firm. The captain of the vessel and also the merchant were arrested and the ship's cargo has been confiscated pending a criminal enquiry.

The *Telegraph* learns from Seizure that the Germans have seized all the stocks of ore and coal of an important aluminium manufacturing. A quantity of the coal and other stores not wanted by the army is to be sold to the population. All the machinery and the copper brilles have been sent to Germany.—*Reuter*.

Government Action to End Traffic.

Copenhagen, February 15.
The case of the Carmen was before the court this morning, a leading oil merchant named Carl Nielsen, who has been decorated several times, and Captain Christensen, of the ship in question, being the arrested parties.

The Carmen officially was bound for Aarhus with a cargo of rice and oil for Nielsen, Amaliegaard, Copenhagen.

There was \$30,000 worth of copper plate on board, and the sailors had been told that the ship was going to Sweden. It has been discovered that the copper ship is a Swedish vessel named Gammen. The three first letters were painted over and the letters C A R inserted in their places, to which was added the name of the Danish town Koge as the place to which the ship was supposed to belong. The enquiry which has been made disclosed that the captain, who was arrested, would have had a thousand kroner, one half before sailing and the other half when the cargo was got safely on board a German vessel on a certain night at sea.

I am officially informed that the Minister of Justice Zahle, as soon as the criminal investigation is closed, will make a full public statement.—*Exchange*.

point of the bayonet with very slight loss. After this the Germans were kept on the run. Our supports came up and passing through the first line holding the recovered trench rushed the next post; then the party which had made the original assault advanced through these again and captured the second post.

During this fight one of our men showed the most conspicuous gallantry. Charging ahead of his comrades, he took up his position on a mound and shot several of the fleeing Germans at point blank range as they ran past him. He then ran on up to a

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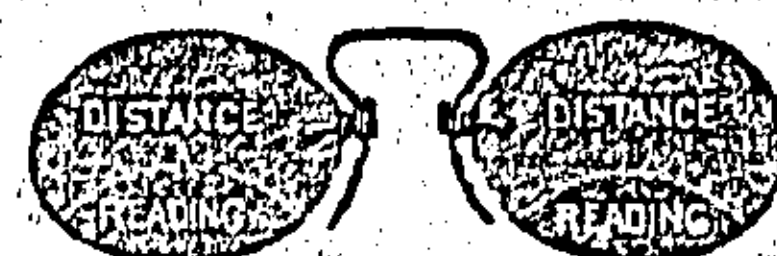
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barriade where two of the enemy were manning a machine gun and kept them in play until the rest of our men came up and captured it.

In this quarter our infantry have gained an ascendancy over the enemy, which was well shown in the next series of encounters trying to escape past him down a which took place among the brick-trench. During the capture was a large amount of bombardment previous to the assault, and many of the Germans took refuge underground in their dug-outs and our assault was so well timed and so sudden that when they emerged from their burrows they found our infantry on top of them. The result was never in doubt. Those who showed fight were at once bayoneted; but many, recognising the hopelessness of resistance, threw away their arms and surrendered, some crying for mercy and offering their watches,

money, cigars, or fruit in order to buy their lives.

One German officer was bayoneted as he was telephoning—presumably for reinforcements—and four Germans were killed by one of our men, who was armed only with a shovel, as they were trying to escape past him down a trench. Among the spoils of war taken was a large amount of ammunition, and many of the Germans took refuge underground in their dug-outs and our assault was so well timed and so sudden that when they emerged from their burrows they found our infantry on top of them. The result was never in doubt. Those who showed fight were at once bayoneted; but many, recognising the hopelessness of resistance, threw away their arms and surrendered, some crying for mercy and offering their watches,

It is stated that when charging forward in this attack our stormers maintained their dressing almost as if on parade.—*Globe*.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 26, 1915.

WOMEN AND MEN'S WORK.

Advices from Home tell us that a special committee has been appointed by the Amalgamated Society of Co-operative employers to investigate the question of the introduction of female labour into the grocery shops of the Co-operative societies, on account of the scarcity of male assistants. These co-operative establishments, as most of our readers are aware, concern rather the North of England than London and the South; but we may be sure that the example of the special committee above mentioned will quickly be followed in other districts and in other trades. For two or three generations the people at Home have been gradually growing used to seeing the womenfolk leave their hearth duties and take their stand by the men, first in mills and factories, then in shops, and finally in offices and even in the professions. They will therefore accept it almost as a matter of course that, at a time when the manhood of the country is wanted elsewhere, the womanhood should increase the share that it had already begun to take in what was once regarded as exclusively masculine employment.

It is not until a country is at war that one realises fully what a difficult problem lies in the clerk and shop-assistant question. In times of peace it is one's instinct to say that a woman's place is in the home; that she should not seek to oust men from employment proper to them, but should be content to nurse her babies and see to her husband's home comforts. This is well in theory, but, as the late George Gissing showed in his "Old Women," to follow it in practice is to subject a large proportion of the female population of a country to poverty, temptation and misery. Nowadays at least some of the women must go out to work. In times of peace, again, one regards it as a natural, even if a deplorable, thing that young men should be doing effeminate work (or at least work that, in many cases, women would do equally well) in offices, banks and shops. But the outbreak of war speedily overhauls conventional notions on these points, impressing upon all of us the facts that those young men have but one rightful place—the camp or battlefield, and that, since business must go on, now is the time to prove what had before been asserted: that more than half the indoor tasks performed by men could be undertaken just as well by women.

That the women who now are relieving their brothers will do all, or most, of what is required of them, we do not doubt. In fact it is not outside the limits of probability that they may succeed so well that, when the war is over, many firms will find that they can profitably cut down their number of male employees and keep a permanent female staff. Of the present generation this may seem a trifle hard; but for the generation to come we cannot help regarding the possibility as a highly desirable one. The men of Britain have, since the 1870 Education Act, got much too far away from using their hands, or from combining manual and mental labour. To add up rows of figures, to copy out statements, or to dispense yards of ribbon and pounds of tea demands neither brain nor muscle; yet this is the class of occupation to which a terribly large percentage of our men folk are condemned; not usually, let us hope, with their own acquiescence, but by the folly or selfishness of their parents who would rather see them starve at a "genteel" occupation than take up work which would dirty their hands. As things are shaping at present, it would certainly appear that fate is going to take the controlling hand and force the young men of the future to work, either with head or hands, whether in the Homeland or the Colonies. There will always be responsible employment in business houses which it would be unwise to leave to women; but so, too, will there always be young men who have a special bent for such employment and who can be trained for it; but it would surely not be an exaggeration to say that ninety per cent. of the business of shops and offices could be carried on by the weaker vessel, quite as well as it was being carried on before the war. Time—which seems to have a good many revelations in store for all of us just now—will prove.

Check.

A woman who appeared as one of the spectators at the daily sitting of a London police court recently, enlivened proceedings there by a running fire of comment on what the several witnesses had to say. "Well there; ain't he a liar!" "There now; dear me!" "Why don't 'e drop dead?" are some of the observations which this talkative lady had to offer. It is only when one reads this sort of thing that one is conscious of the really small amount of annoyance created in Hongkong, whether in court or out of it, by the "cheeky" person. In fact, do all of us know when we are well off in this respect? We grumble furiously if we hear of a case of a rickshaw coolie's "giving tongue" to a fare who has paid the legal hire; but at that game our coolies do not come within many miles of the London cabbie. Insolence in Hongkong is a thing unknown when compared with what the average person has to endure, not so much in London, perhaps, as in the northern cities at Home.

Lucky Hongkong.

The only really cheeky class here consists of the younger generation of Angloised Chinese who, thanks to the "education" which Hongkong has given them, and to the happenings in their own country during the past four years, seem to think that they have a right to be rude to Europeans as occasion offers. These, however, are generally poor-spirited individuals who can be brought to their senses by a sharp hint. Street cheek—the kind that emanates from the small Arab in the cities of Europe—we are as nearly as possible free from. Newsboys (who are alike all the world over) sometimes derive pleasure from telling our bold lunkers (and upon occasion even the Indian police) their private opinion of their morals, habits and antecedents; but even these brave spirits draw the line at being rude to Europeans. Nor do we remember any distinct case of impudence in court—if one excepts the absent-mindedness shown once or twice by wandering coolies who have casually strolled into court hatted and cigarred—to their subsequent sorrow. Take it all for all, cheek does not flourish on Hongkong soil.

The Next U. S. Presidential Election.

We published, yesterday, a Washington message to the effect that Vice President Marshall has spoken with some degree of certainty as to the re-election of Dr. Woodrow Wilson to the United States Presidency next year. We have seen so many confident prophecies of the kind hopelessly unfulfilled that we and our readers may well pause before accepting this particular prognostication. We have said before that President Wilson, both before and since his election, has won all the respect that is due to a man who is, in every sense, a gentleman. The world honours him as a scholar and an upright man; a man of fine feeling, whose main idea is to leave the world better than he found it. Unfortunately, however, this is the very type of man whose influence is often calculated to do more harm than good. It is regrettable that it should be so, but there is the fact. President Wilson, in his earnest endeavours to do the best that was possible by his country, has raised a whirlwind of indignation against himself and his party in some of the most influential (from a voting point of view) quarters of the United States. In many cases even the Democrats themselves are angry with him, while the supporters of Messrs. Roosevelt and Taft are very evidently determined that his first term of office shall be his last, if they can have any say in the matter. His attitude concerning Mexico has not pleased them. As to the armament question, if we are to judge by American papers, he appears to be more at sea than the humblest of his supporters. America never wanted a strong man at the head of affairs more badly than she does to-day.

DAY-BY-DAY.

"AN OUNCE OF LOYALTY IS WORTH A POUND OF OLIVERNESS."

The Weather.
Lower level 8 a.m. Temp. 64; rain.
At the Peak 8 a.m. Temp. 56; rain.

Count the Columns.
Yesterday the Telegraph published 33 columns of solid reading matter. To-day there will be 33½ published.

The Mails.
English Mail—Closed per a.s. Nabia to-day at 11 a.m.
Siberian Mail—Closes per a.s. Shaohsing to-morrow at 4 p.m.

Up to the Minute—Share Market News.
Closing prices:—
Unions—\$885, buyers.
Shanghai Docks—Tls. 52 buyers.
Shanghai Hongkows.—86 ex div.
Hongkong Electric.—\$40, sales.
Hongkong Ropes.—\$25, buyers ex div.
Steamboats.—\$22, sales.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.15-16d.

European Action Withdrawn.
The action in which A. O'Neil sued W. Laidlaw for \$17.07, in the Summary Court, was withdrawn.

Adjourned.
In the summary Court, this morning, the action in which F. A. Chopard sued F. C. Castelmagne for \$416.85 was adjourned.

Cinematograph Films Withdrawn.
We understand that the pictures advertised on page eight to be shown at the Victoria Theatre have been withdrawn.

Theft from Steam Launch.
The engineer on board the steam launch Yu Fat has reported to the Police the theft from the engine room of two brass gauges valued at \$20.

Volunteer Sergeants' Mess Dinner.

The annual dinner in connection with the Hongkong Volunteer Sergeants' Mess will take place to-morrow evening at the Hongkong Hotel.

Alleged Highway Robbery.
In connection with the alleged highway robbery on Mr. J. Cheung, of Messrs. A. S. Watson and Company, the first defendant has been committed to the Sessions, the second being discharged.

Regained Health.
Mr. Haywood, the lawyer, of Mr. L. D'Almeida's office, has now recovered from his very severe illness and was among the spectators present at the Summary Court, this morning.

Attempted Suicide.
A Chinese attempted yesterday to commit suicide by jumping into the harbour. He was rescued by a boatman and conveyed to the Government Civil Hospital.

Knocked down by Tram.
A Chinese named Onang Ming was accidentally knocked down by a tramcar No. 38 yesterday outside the Naval Dockyard, sustaining injuries which necessitated his removal to the Government Civil Hospital.

Alleged Memorial Hospital.
The Hon. Treasurer of the Alio Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—A. W. Snowman, \$10; Union Trading Co., \$10.

Tobacco and Comforts for the Troops.—Overseas Fund.

The Fund, which the Overseas Club is carrying on for the providing of tobacco and other comforts for the troops at the Front amounts to over \$20,000, and the Club secretary is daily receiving grateful letters of acknowledgment from the men in the trenches.

Lieut. K. Bell-Irving.
Lieutenant Kenneth Bell-Irving, of the 2nd Battalion East Surrey Regiment, which regiment reports many recent losses, was first reported killed, but is now reported as wounded. He obtained his first appointment in January, 1913, and his step in September last. He is 22 years old.

NOTES ON THE CRISIS.

The British Air Raid.

The condemnation of the Dacia as a lawful prize by the French courts, with the courteous suspension of execution for two months, brings this matter of the purchase of German ships by Americans to a head—or should do if the American Government is not prepared to let the matter drop. If they intend to proceed further with their arguments it would seem that France should now receive the diplomatic attention which was confined to Great Britain before the Dacia sailed. As a test of the rights of neutral shipping, the instance of the Dacia was not good. It never could test such rights, for it was never common ground between the parties that the Dacia was a neutral. The matter raised for dispute was the rights of enemy ships, purchased by "hyphenated Americans" at low cost and insured with an enemy insurance company, to the protection of a neutral flag for the purpose of defeating a rather successful blockade. When the captain of the Lusitania flew the American flag running to reach Liverpool, quite a lot was made of the incident, but the sale of the Dacia and the flying of the Stars and Stripes is the same thing save that it is done rather more slowly and with a great blare of trumpets. In the case of the Lusitania a protest was lodged against belligerent ships flying neutral flags and if the adoption of that expedient for avoiding capture is bad, from the American point of view in the case of a British ship, the same must also apply to the Dacia. It does not matter what fancy name the sale of the Dacia goes under, there can be little doubt but that the sale to Mr. Breitling was only a means to secure neutral protection from legitimate capture. The decision of the French Prize Court and the stay of execution for two months is practically a message to the United States, "Now it is up to you."

The scarcity of wires overnight does not diminish the pleasure that we may feel that the Allies are not giving the enemy any more dull moments than can be possibly helped. There always seems to be something doing, from successes in the east, bombardments in the Dardanelles and air-raids in the west. The Germans will never be able to complain that we did not keep them fully interested throughout this tedious war, and the raid on Antwerp should always be looked upon as one of the brightest moments.

The matter for surprise is that the British, whose air fleet was always looked down upon by most of the continental countries, should have proved so successful. This is more than probably due to the personal element. Given good machines, and it is unlikely that any Government would supply its men with less than the best they could obtain, it is the man in charge who makes all the difference between a good and bad performance and the success of the Antwerp raid is the achievement of men and not machines. It is therefore a further credit to the British naval airmen that they have succeeded in destroying two submarines on the slips. That there were five altogether shows that the Germans have been making good use of Antwerp and that they have established quite a useful base in that port, and it would seem that the attention paid there has been not before it was wanted.

Author of "Do It Now" Dead.
The death is announced at Beaulieu, Arthur-road, Wimbledon, of Mr. Peter Keary, J.P., at the age of forty-eight, who in conjunction with Mr. C. Arthur Pearson founded Pearson's Weekly. Mr. Keary rose from obscurity as a clerk in a shipping office to a position of influence in the magazine world in a few years. He was the author of books whose purpose was to inspire young men with a desire to "get on." The chief of these was "Do It Now" and "Get On at Once."

FOOTBALL COMMENTS.

The Season Past and Present.

It was generally thought when football started this season that we should have rather a dull time, but although the ranks of the various clubs have been depleted of some of their best players, the football displayed has been really interesting, and some excellent games have been witnessed. The rivalry in the different leagues has been remarkably keen, but for real enthusiasm commend us to a well contested shield match. In the shield competition this year all the games have been closely contested and the final to-morrow should be no exception. The contestants in this, the fixture of the season, are the H. K. F. C. and the Royal Engineers, neither of whom has had a easy journey to reach the final. The R. E. had a stiff task on hand when they were pitted against the pick of the 2nd League; this however they managed by a 2-0 victory.

The Club had a much harder task to defeat the Police by 2-1, while their magnificent victory over the R. G. A. in the semi-final makes them favourites for to-morrow's game. Both clubs have won the shield before—the R. E. in 1913 and the Club in 1908 and 1893.

The public can depend on seeing a good exhibition of football and not, as sometimes happens in such an important match, a fiasco caused by over anxiety on the part of the players. Both teams have quite a sprinkling of veterans in their ranks and this should help to steady the more excitable younger players. While writing this we have not the names of the teams before us, but we do not think the Club to be much better served than by the same team that did so well in the semi-final. They might be induced to make one change only and that is to play Wilkie in place of Rigdon at outside left. They have quite a veteran defence. Barlow in goal is the Club's old centre half. Hamilton and McCubbin the writer well remembers playing together ten years ago, and to see those two men still at it must make some of the younger players wonder how they do it. McCubbin is still as good as ever, but Hamilton is not so fast as he used to be. The halves—Long, Stewart and Railton, we are sure will keep their end up. In the forward line they have inside men who can shoot and outside men who can give them the opportunity.

From what we have seen of the Engineers' team, they can be depended upon to make the Club go all the way.

St. Joseph's College F. C.
The following members are chosen to represent the above Club, against the best of the Junior League, on Saturday 27th, on the Hongkong Football Club Ground at 2.45 p.m. sharp.

U. M. Omar, Y. Jackson, Cecil Johnstone, Daniel O'Connell, H. Johnson, L. G. Cordeiro, R. N. Omar, A. Hamid, I. L. Goldenberg, O. A. Goldenberg, L. Xavier. Reserve—V. Xavier.

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OVERSEAS AIRCRAFT FUND.

What is Hongkong Going to Do?

We are asked by H. E. the Governor to draw the attention of our readers to a scheme set on foot by the Overseas Club, for carrying on a special Aircraft Fund in the King's dominions overseas.

The Secretary of State for the Colonies has written to the Club secretary to the effect that he hears with much interest of the proposal, and remarks that the generosity of British subjects in all parts of the Empire has been so striking and profuse that it is with hesitation that he takes part in any further appeal. He adds, however, that the proposal is an excellent one, to which he wishes every success.

The Club secretary, in a letter to H. E. the Governor, states that the Army Council has gladly accepted the offer to endeavour to collect funds for the purchase of aeroplanes of the latest type. A 100 h.p. Gnome Vickers Gun Biplane, complete with gun, costs, he says, \$2,250. If sufficient money can be obtained from this Colony for the purchase of a biplane, the Overseas Club has arranged with the War Office for the name "Hongkong" to be painted on the machine.

The appeal argues that, in view of the recent activity of German airmen, and the official German statement the Yarmouth raid is only the precursor of many such exploits, every aeroplane which it is possible to provide will be needed. No subscription will be too small.

Donations received will be acknowledged by return of mail, and also in the Times weekly edition. Local contributions should be sent to Mr. N. J. Stabb, Hongkong and Shanghai Bank.

FIRM'S DIFFICULTIES.

Many Claims against MacEwen Frickel and Co.

In the Summary Court, this morning, MacEwen Frickel and Company were sued by Yuen Lung Kee for \$550; Kat Cheung for \$168.09; the British American Tobacco Company for \$470.13; A. Ying and Company \$103.55, and Chow Kee San for \$491.74.

Mr. Goldring, who appeared for the defendants in all these actions, said he was consenting to judgment with a stay of execution for fourteen days, with liberty to apply. This concerned all the actions and if there was any objection he would withdraw the stay.

Mr. Agassiz, Mr. Stephens, and Mr. Tzzer, who were concerned with the plaintiffs, agreed.

ASSOCIATION FOOTBALL.

CHALLENGE SHIELD FINAL Hongkong F. C. v. R. E.

The final for the Hongkong Challenge Shield will be played on the ground of the Hongkong F.C. to-morrow afternoon, the kick-off being timed for 4 p.m. The full time of 45 minutes each way will be played, and in the event of a draw there will be no extra time, but the fixture will have to be replayed.

An exhibition game between St. Joseph's College and the Best of the 2nd Division of the Hongkong League will precede the Shield match. The Hon. Mr. David Landale will be present, and Mrs. Landale has kindly consented to present the Shield, League Cup and medals. The runners-up cup in the Shield Competition was taken away by H.M.S. Hampshire, and has not yet been returned.

The teams in the Shield match will be—Hongkong—R. O. Barlow, A. Hamilton and J. McCubbin; R. F. Long (or W. O. Bond), J. Stewart, and M. L. Railton; G. A. Robinson; P. Tod; W. V. Pennell; J. Stalker, and P. W. A. Wilkie. R. E.—Rogers, Coxon and Richards; Brown, Smith and Boff; Millard, Townsend, Scott, Horroby, and Wilkinson.

Referee—Mr. F. W. Eager.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output to date for the current month is as follows:—

March	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
	231	240	228	259	229	229	217	232	243	250	238	258	234	227	231	235	251	232	231	237	268	236	232	232	272

A SUBALTERN'S LETTERS.

Sixty Years Ago.

The interesting review we print below is taken from the Literary Supplement. The "subaltern" was the late General Sir George Digby Barker (Lady May's father), who was in Hongkong from 1890 to 1895 as General Officer Commanding the Troops. The book is obtainable through Messrs. Kelly & Walsh.

Letters from Persia and India, 1857-1859. By the late General Sir George Digby Barker. Edited by Lady Barker. (Bell, 7s. 6d. net).

These letters written "from the front," by a young soldier nearly sixty years ago, make us feel more acutely the deprivation which a rigid censorship is inflicting upon the whole British Empire. Lieutenant Barker's letters are a clear and vivid picture of the great deeds of the famous 78th Regiment of Foot, the original "Old Ross-shire Buffs," now the second battalion of the 55th Highlanders. He wrote them between heroic engagements, when he was almost tired out, but yet not too tired to remember his mother at home anxiously waiting for the letters which her faith might have been written to-day. Early Victorian as he is—we see him and his brother officers in old photographs, assiduously encouraging themselves with luxuriant whiskeys which were the pride of the Great Exhibition—there is nothing of the Albert Memorial about young Barker. True, he confesses unashamedly to some characteristic "we-kne-was" of the time—the love of home and "people" and the simple soldier's faith in Divine protection and the guidance of a "Merciful Hand"—Victorian sentiments for which even the enlightened twentieth century has not yet discovered effectual substitutes. In short, he is a brave, modest, simple-hearted young fellow, intensely proud of his regiment, his country, and his Queen, a gallant fighter, and—rare combination—an eloquent narrator of gallant fights. His frank charm shines from every page, and one cannot but love the boy.

He was but twenty-three when he first came under fire, and he lived to be eighty; but though in later years Sir George Barker achieved many more distinctions in varied fields, became a professor at the Staff College, where he had entered and passed out top of the list, directed military education at the War Office, commanded in chief in the Far East and governed a Colony in the West, he never again saw a stricken field; and the first years of his career, 1857-1859, must have stayed in his memory as "the time of a life" which reached its honours close only ten months ago, when the pipes of the 78th were heard at Clare Priory, while the sergeants of his old regiment bore the body of their colonel to the grave.

The first campaign was but a little one and soon over; but it is unusually interesting just now, for it was the war with Persia, brought about by the Shah's annexation of Herat in 1856, and Barker's regiment went up the Shatt-el-Arab to Basrah, just where our troops have gone in the past few weeks. His notes may surprise those who have been taught that one has but to scratch the sand at Basrah to unroof hell fire; for instead of blazing heat he records (in February, as might be expected) that it was "bitterly cold at night; the hills in the distance are all covered with snow." There are touches in the letters which might have been written to-day, as "What is up? no one knows except the Government, who are keeping it very secret;" and again, "Daylight this morning found us still wending our way at the pace of about one mile per hour through salt marshes deep with mud and water." They went up to Mo-hammurah in the Precursor (whose name is still somewhat dingly commemorated at Cowes), but their one twelve-pounder "did little harm" to the enemy on the bank. The chief exploit

SPECIAL CABLE.

China Asks An Explanation of Japan.

(Our Own Correspondent).

March 25, 6 p.m.

Our Shanghai correspondent wires us to the effect that China has requested Japan to explain the arrival of a large number of new troops.

The Note is couched in friendly terms.

was a rash expedition in April up the Karun, to Ahwas, 75 miles from their supports, in which three hundred picked men of the 78th and 61st, joined by a hundred sailors, put to flight an army of 7,000 or 8,000, 2,000 of which were cavalry, by this simple device:—

"Captain Hunt of our regiment, who commanded the troops, now landed his little band of 300, formed them into three divisions, making them spread over as much space as possible, with the intention of leading the enemy into the idea that we were a brigade of three regiments instead of a small detachment of three companies, and, poor dear little April fools, they believed it, as the sequel will show. Our three little columns, with the height of impudence, now advanced covered by a row of skirmishers—the latter commanded by your humble servant in propria persona. At the same time two gunboats advanced up the river and opened fire upon the enemy on the opposite bank. As we approached the village we found the garrison had made a bolt of it and, crossing the river, had joined the main army, who were now to be seen in full retreat, their columns covering the ground for miles and miles."

This account of a little-known campaign will be read with special attention at the present time, and it is interesting to notice the emphasis laid on the "strong redoubts and fortifications constructed at Basrah by 'Russian engineers.' Our present ally was of course, then our recent enemy in Europe, and our lasting anxiety in Asia. Peace was made with Persia before the 78th could distinguish itself further, but the Regiment was to serve under the same general, Outram, in much more perilous days. The Persian Mutiny had broken out before the Regiment got back to Basrah, and the 78th were sent round to Calcutta and took a leading part in the first relief and subsequent defence of Lucknow. The tale of horror was only too familiar to a past generation, but by many readers to-day the wonderful work of our handful of British troops in a hundred desperate struggles against overwhelming odds is almost forgotten. Barker, at all events, will not let his beloved 78th be forgotten, nor yet the 5th Fusiliers, the 64th, 84th, 90th, the ever loyal and gallant Sikhs, and the other regiments which fought beside them.

"When the line of infantry had been pretty well pounded by the enemy's cannon, the 78th were ordered to advance and charge the batteries at the point of the bayonet; on we went with deafening cheers, and in a few minutes the guns were ours; on we went past the batteries and fired into the retreating foe, until we were halted for a few seconds to form again compactly for another charge. General Havelock at this time came up, and called out, 'Well done, 78th! you shall be my own regiment in future; another charge like that and we shall win the day.' Upon this we went through pools and mud, cheering and screaming, and the next battery was ours, but this was almost too much for human exertion. The sun was now at its hottest, and rushing on like madmen, with the weight of arms and ammunition, every one was completely done up. At last we were halted. After half-an-hour's refreshing rest (if rest can be called refreshing when the ground on all sides is being ploughed up with shot) we again advanced to the right flank, which was threatened by the enemy, and after driving them out of another village, we

all lay down on the ground; round shot and grape came thick around us from one side, and rifle shots from another. After allowing them to exhaust their ammunition while we rested, we again advanced and drove them off the field. By this time we had followed them to Cawnpore, which fell to our hands and darkness covered the field of action."

Havelock after this addressed the men and said:—

"I have been forty years in the Service, I have been engaged in action about seven and twenty times, but during the whole of my career I have never seen any regiment behave better, nay more, I have never seen one behave so well, as the 78th Highlanders this day. I am proud of you."

Soon after, on their third attempt to march up the Lucknow road,

"My regiment was moved opposite to the most troublesome redoubt, and thinking it too much of a joke to be slaughtered by dozens, we set up a howl and charged the redoubt, without any orders, took it in glorious style, captured the two guns in it, and, turning them round on the enemy, fired shot and shell into the midst of their retreating thousands."

"That is the kind of letter the old folks at home love to read. This little book is full of such good stuff but every one, especially every Highlander, must read it for himself. Barker, now D.A.Q.M.G. on Outram's staff, was probably the first man into the besieged Residency."

"Seeing Sir James Outram making for the embrasure, I followed close behind him, and being on foot and he on horseback I managed to get in before him. I believe I have the honour of being the first in, though another disputes it. As I went up the hill inside my hand was half-shaken off by the delighted garrison."

It was a wonderful scene, and there was yet another when "we heard the glad sound of Sir Colin Campbell's heavy guns booming near Alum Bagh." When Campbell decided to abandon Lucknow for the present, and the garrison and their resources severely withdrew at night, Outram told the 78th, "in a low tone of voice," that he had chosen them "for the honour of covering the retirement of all; as we had the post of honour on entering to relieve the garrison none were more worthy of the post of honour on leaving it."

In one day, the day they won their way into the Residency, the 78th lost nine officers and 130 men killed and wounded out of a total of little more than 400. Compared with this our present losses shrink to their due proportion. We have never had to face such tremendous numerical disparity as the 1st Division did when it marched to relieve Lucknow. The happy discovery of these old letters has given Lady Barker a great opportunity, of which she has well availed herself, to let the nation know how its soldiers fought in the past, so that they may realize that they are still men of the same stuff as their famous fathers.

E. ROPEAN SUE.

Question of Lawyer's Fees.

In the Summary Court, this morning, Mr. Gardiner appeared on behalf of Mr. R. O. Faithfull, a solicitor, who sued A. Crawford, for the sum of \$105.40; solicitor's fees.

Defendant asked for an adjournment for a fortnight, which was granted.

NOTICE.

WE ARE PREPARED TO DELIVER OUR

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TO ANY ADDRESS IN THE CITY, THE PEAK, EAST & WEST POINT, QUARRY BAY, KOWLOON & CANTON

TWICE DAILY.

ORDERS FOR MEATS AND ALL DAIRY PRODUCE CAN BE REGISTERED AT OUR TOWN DEPOT OR AT OUR BRANCHES AT THE PEAK, QUARRY BAY, KOWLOON & SHAMEEN.

THE DAIRY FARM CO., LTD.

SPECIAL POLICE RESERVE ORDERS.

For Period Ending April 5th.

Parade—Monday, March 29th. The first combined parade of the Police Reserve will take place at the Central Police Station at 5.30 p.m. sharp. Leave of absence from this parade must be specially obtained. The first British Company will parade without Arms.

Tuesday, March 30th.—First Portuguese Company, 5.30 p.m. The Platoon detailed for Musketry on April 3rd will draw Winchester rifles from the Store Sergeant at 5.15 p.m.

Wednesday, March 31st.—N. O. School of Instruction, 5.30 p.m. Thursday, April 1st.—First Chinese Company, 5.30 p.m.

Musketry (Peak Range). Saturday, April 3rd. Musketry Practice for a Platoon of the first Portuguese Company (200 yards) at 3 p.m.

Easter Monday, April 5th. Competition for "Grimble Cap" 10.30 a.m. From 2.30 p.m. General Musketry practice for members of the whole Reserve to be detailed later.

The "Grimble" Musketry Cup. This cup has been presented by Mr. George Grimble, of the First British Company, for competition by the members of that Company. The Competition will take place at the Peak Range (200 and 300 yards) on Easter Monday, April 5th, 1915. Firing will commence at 10.30 a.m. Conditions will be stated at the next parade of the Company. F. C. JENKIN.

A. S. F. (Reserve).

UNUSUAL REQUEST.

Same Justice In Court as in Chambers.

In the Summary Court, this morning, Julia Gaskell, who was sued for \$620.05, by W. Shewan, was represented by her husband. Mr. Gardiner appeared for the plaintiff.

Mr. Gaskell asked for the hearing to be taken in Chambers.

His Lordship: Any special reason for taking it in Chambers? It is not usual to do so. If you are consenting to judgment and asking for instalments it is different.

Mr. Gaskell:—The reason is there is no solicitor engaged for the defence.

His Lordship:—I do not think it really makes any difference—you are just as likely to get justice of a sort in Court as you are in Chambers.

Mr. Gaskell then asked for a day to be named, and the hearing was fixed for Monday.

BANKRUPTCY COURT.

The following cases were on the list in the Bankruptcy Court, this afternoon, before Sir William Bess Davies, Chief Justice:—

Re. Li Pak, adjourned application for rescission.

Re. Chan Kai Tso, adjourned public examination.

Re. Ma Hing Chow, application

for a decision with regard to partnership.

Re. Kwong Shing Lung, summons registration of receiving order affecting Marine lot No. 71.

Re. Kwong Shan Tai application for adjudication.

Re. Chan Sing, public examination.

Re. Chan Lin Sang, adjourned hearing of petition.

Re. Lee Kee, hearing of petition.

Re. Sun Wo, hearing of petition.

Re. Yu Sin Ting, hearing of petition.

TO-DAY'S ADVERTISEMENTS.

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS (\$16,000,000)

and SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above Loan are hereby notified that the Interest Instalment for the month of March amounting to Dollars One hundred and Twenty Thousand (\$120,000) has been duly received by the undersigned and brought to Loan Service Account.

F. A. AGLEN, Inspector General of Customs and Vice-Chairman of the Bureau of National Loans.

Inspectorate General of Customs, Peking, 16th March, 1915.

THE YANGTZE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

The Twenty-fifth Ordinary General Meeting of the above Association will be held at the Head Office, No. 26 The Bund, Shanghai, on Thursday, the 8th April, 1915, at 4.30 o'clock p.m. precisely for presentation of the Report of the Directors and the accounts to the 31st December, 1914, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The Transfer Books of the Association will be closed from the 2nd to the 8th April, 1915, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors.

W. S. JACKSON, Secretary.

Shanghai, 20th March, 1915.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"UMARIA"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board at noon after the 25th inst., will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd. Agents.

Hongkong, 26th March, 1915.

MACKINTOSH

& Co., Ltd.
Men's Wear Specialists.
SPECIAL VALUE

WHITE SHIRTS.

"SUMMIT"
TUNIC FRONTS
Stiff or Soft Collars

OUR SPECIAL
TUNIC FRONTS
Soft Double Collars

"SUMMIT"
PLEATED FRONTS
For Drawn Waist

\$3.75 ea. 6 for \$21.00

\$3.00 ea. 6 for \$18.00

\$4.00 ea. 6 for \$22.00

PERFECT IN CUT, FIT AND WORKMANSHIP.

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A NEW CONSIGNMENT OF

LADIES' WHITE SHOES.

AN UNIQUE VARIETY OF STYLES IN THE

FINEST FOOTWEAR.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

COLLARD & COLLARD'S

RENOWNED PIANOS

BRITISH MADE THROUGHOUT

Eight of which have been supplied to the S.S. "AQUITANIA."

(BRITAIN'S LARGEST LINER).

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THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	28th Mar.	10th April.
TAIWAN	19th Apr.	2nd May.

These steamers are fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc. and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Umaria," tons 5,317, Capt. Elton, will be despatched
for Yokohama, Kobe and Milke on the 30th March.
The S.S. "Sangola," tons 5,184, Capt. Milne, R.N.R., will be de-
spatched for Shanghai, Vladivostok, Kobe & Moji on the 2nd April.

WESTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched
for Singapore, Penang & Calcutta on the 20th April.
The above steamers have excellent saloon accommodations for
Passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, March 26, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
FRIDAY, 26th MARCH.

10.00 p.m. Kinshan.

SATURDAY, 27th MARCH.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Heungshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night (available also for Return by Day Steamer)...	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Tai Shan, tons 2,006
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th MARCH.

The Company's new Steamship **TAISHAN**
will depart from the COMPANY'S WING LOK STREET WHARF
at 8 a.m. and return from Macao on Sunday at 8
a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sui An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 6 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD. & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainan, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers **LIVIAN** and **SAMUI**.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Aitsuta Maru Capt. T. Sato Yasaka Maru Capt. Yamawaki	(SATUR., 10th Apr. at noon. TEURS., 22nd Apr. at noon.

VICTORIA, B.O. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Tamba Maru Capt. Nagasago Yokohama Maru Capt. Komatsu	(TUES., 6th Apr. at noon. THURS., 15th Apr. at noon.
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, and Townsville	Nikko Maru Capt. R. Takeda Hilachi Maru Capt. Tomimaga	(FRI., 16th Apr. at 4 p.m. MON., 17th May at 11 a.m.
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CALCUTTA via Singapore, Penang & Rangoon	Hakata Maru Capt. Kawashima	(SATUR., 17th Apr. at noon.
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BOMBAY via Singa- pore, Malacca and Colombo	Kirin Maru Capt. Tsud	(SATURDAY, 13rd Apr.
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MOJI & Kobe	Jinsen Maru Capt. Terada	(THURSDAY, 8th April.
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KOBE & Y'HAMA	Ceylon Maru Capt. Shinoh	(SUNDAY, 12th Mar.
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NAGASAKI, Kobe & Yokohama	Hitachi Maru Capt. T. Sato	(FRI., 16th Apr. at 10 a.m.
------------------------------	--------------------------------------	--------------------------------

SEANGHAI, Kobe and Yokohama	Miyazaki Maru Capt. Teranaka	(SUN., 4th Apr. at 10 a.m.
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Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Aitsuta Maru	16,000 tons	Saturday 10th April
Yasaka	25,000 "	Thursday 22nd April
Miyasaka	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Tamba Maru	12,500 tons	Tuesday 6th April
Yokohama	12,500 "	Thursday 15th April
Sado	12,500 "	Tuesday 4th May
Awa	12,500 "	" 18th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
CHEFOO & NEWCHWANG Singan	27th Mar. at d light
AMOY & SHANGHAI	27th Mar. at d light
WEIHAIWEI & TIENTSIN Hulchow	27th Mar. at noon.
SHANGHAI	28th Mar. at d light
HAIPHONG	28th Mar. at d light
MANILA, CEBU & ILOILO	30th Mar. at 9 a.m.
MANILA, CEBU & ILOILO	30th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"
and "Tea." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui,"
and "Chenan" and the S.S. "Kanchow," "Liangchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast schedule service
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These steamers land passengers in Shanghai, avoiding the
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 26th Mar., 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilaroem	SHAI & KOBE	2nd half Mar.
Tjikini	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjikang	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjikembang	JAVA	1st half Apr.	JAPAN	2nd half Apr.
Tjibodas	JAVA	2nd half Apr.	SHAI	2nd half Apr.
Tjimanoeck	JAVA	1st half Mai.	SHAI	1st half Mai.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Building. 115
Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 13th April.
Nippon Maru	11,000 - 18 knots	" 27th April.
Shinyo Maru	22,000 - 21 knots	" 11th May.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.
" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of
returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from
Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO,
SALINA CRUZ, PANAMA, CALZAO, IQUIQUE and VALPARAISO. THENCE
BY TRANS-ANDEN ROUTE TO BUENOS AIRES, ETC.

Seiyo Maru 14,000 - 15 knots Tuesday, 11th May.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	30th March	20th Apr. at 11 a.m.
Eastern	22nd April	13th May "
Aldenharn	30th April	21st May "

The above Steamers are fitted with Refrigerating Machinery, ensuring
a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers,
Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	FRI., 26th Mar. at 1 p.m.
Haimun	A. H. Stewart	TUES., 30th Mar. at 1 p.m.
Hanching	W. O. Passmore	FRI., 2nd Apr. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

LOG BOOK.

The Meaning of "Deadweight."

An interesting case, says the *Weekly Commercial News*, has recently been decided by an arbitrator as to the meaning of the term "deadweight" in a charter-party. A steamer was chartered to a firm in the United Kingdom and described as "about 2100 tons deadweight." After running for a short time she was re-let to another British firm, she being again described as of "about 2100 tons deadweight." The sub-charterer found that the capacity of the vessel had been over-stated and claimed damages from the charterer, whereupon the latter, although they had not objected to the carrying capacity of the steamer before, and had described her to the sub-charterer in accordance with the owners' original description, then gave notice to the owners that they would hold them responsible for any damages for which they might be held liable. The matter was referred to arbitration, and the arbitrator disagreed. An umpire was then appointed, and he decided that although the boat did not actually appear to have ever carried 2100 tons of cargo and bunkers, the short carrying was covered by the expression "about." It would seem that the 2100 tons included the stores and water in the boilers. In commenting on this case, *Fair Play* (London) remarks that in several cases on this point which have been before the courts the word "about" has been held to mean 3 per cent. either way. For instance, in the case of *Morris versus Levison*, the ship was to load a full and complete cargo of "about 1100 tons." The charterer loaded 1080 tons, but the ship could have taken 1210 tons. It was held that effect must be given to the words "say, about 1100 tons," and that 3 per cent. was a fair excess to allow, so that the charterer ought to have loaded 1133 tons. In another case, where the contract was to load "a cargo of ore, say, about 2800 tons," it was held sufficient to load 2840 tons, although the ship could have carried 2880 tons. In another case (*R.therfield S. S. Co. versus Tweedy*), the ship was to load under a berth-note a full cargo of wheat at a certain rate "per ton on the guaranteed deadweight capacity of 4250 tons." The 4250 tons included bunker coals, and the vessel only took on board 3947 tons of cargo. It was held that freight was payable upon 3947 tons only, not upon 4250 tons.

Total Cost of the Panama Canal.

The Panama Canal, according to the annual report, has so far cost \$353,558,049, or nearly \$20,000,000 less than the total appropriation for the work, a fact which alone, aside from the great work completed, will always stand as a monument to the U. S. Army Engineer Corps' efficiency to accomplish economically, as well as successfully, difficult engineering problems. The report also shows that the total amount of material removed in the dry from the Culebra cut, from the beginning of American operations to June 15, 1914, aggregated 110,261,832 cubic yards, at a division cost of \$0.7048 per cubic yard; of this amount 25,208,160 cubic yards were removed because of slides, or 22.88 per cent. The giant locks and dams of the Canal have also successfully withstood this year the most violent and most numerous earthquake shocks that have occurred since the work was begun, eighty-seven distinct shocks being recorded at Ancon alone.

The Motor Ship Industry.

Orders have recently been placed with Messrs. Burmeister and Wain, of Copenhagen, for 18 motorships, making a total of 23 to be built by that firm. They consist of three vessels with a displacement of 6,500 tons, one of 7,000 tons, six of 8,000 tons, and eight of 10,000 tons, and are to be the order of the East Asiatic Company, of Copenhagen (who already own eight motor ships), and Stockholm and Christiania firms. All the vessels, which are to have twin screws, will be fitted with four-cylinder Burmeister and Wain Diesel engines, and will be completed by the summer of 1917.

Oysters, Fresh, Fried or Stewed
Fludon Haddock, Kippers, &c.
ALEXANDRA CAFE

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI	Tungshing	Sat., 27th Mar. at d'light
MANILA	Loongsang	Sat., 27th Mar. at 3 p.m.
HOIHOW & Haiphong	Loksang	Tues., 30th Mar. at d'light
S'PORE, Pang & Calcutta	Kutsang	Thur., 1st Apr. at 3 p.m.
SHANGHAI	Choyang	Fri., 2nd Apr. at d'light
MANILA	Yuenang	Sat., 3rd Apr. at 3 p.m.
SINGAPORE	Hopsang	Tues., 6th Apr. at 3 p.m.
SHANGHAI	Onsang	Wed., 7th Apr. at d'light
ANDAMAN	Pinsang	Thur., 8th Apr. at noon

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
‡ Taking cargo on Paragoh Bills of Lading to Kudat, Labuan, Datu, Semporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage.

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMeward.

For	Steamer	Date of Departure
LONDON	Carnarvonshire	11th April.
LONDON	Monmouthshire	5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. & No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 38' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

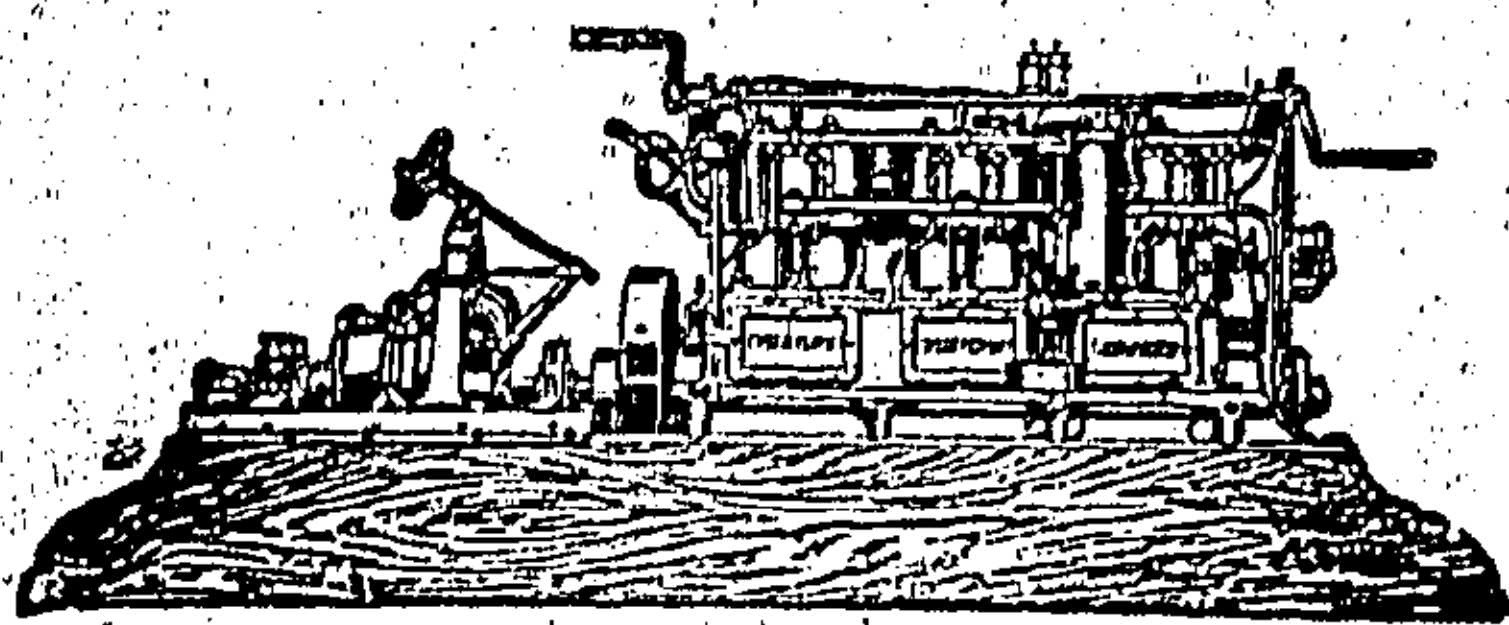
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.
As supplied to the British Admiralty & War Office.



O.6 type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.
BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS,
Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
L'don, via S'pore, Pang, C'be, &c. Namur	Polynesian	P. & O.	31, Mar.
Marseilles via Ports	Atsuta M.	M. M.	3, Apr.
London	Carshire	N. Y. K.	10, Apr.
Marseilles, London & Liverpool	Kalomo	J. M. Co.	11, Apr.
		B. L. L.	10, May

NEW YORK, SAN FRANCISCO AND CANADA.

Seattle via Nagasaki etc.	Minnesota	N. Y. K.	27, Mar.
New York via Ports Suez Canal	Lennox	D. & Co.	27, Mar.
San F'co via Manila & Japan &c. China	P. M. Co.	P. M. Co.	30, Mar.
Via B.O. T'ma via M'la & Japan Canada M.	O. S. K.	O. S. K.	30, Mar.
San F'co via S'hai & Japan &c. Manchuria	P. M. Co.	P. M. Co.	6, Apr.
V'toria, B.O., & S'ha via S'hai &c. Tamba M.	N. Y. K.	N. Y. K.	6, Apr.
San F'co via M'la & Japan &c. Nippon M.	T. K. K.	T. K. K.	27, Apr.
Vancouver, etc.	Monteagle	C. P. R.	1, May
San F'co via Manila & Japan &c. Mongolia	P. M. Co.	P. M. Co.	4, May
Mexican, Peruvian and Chile	T. K. K.	T. K. K.	11, May
Ports via Japan	P. M. Co.	P. M. Co.	18, May
San F'co via Manila & Japan &c. Siberia			

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	16, Apr.
Australian Ports	Empire	G. L. Co.	20, Apr.

SINGAPORE, COAST PORTS AND JAPAN.

Haiphong	Keijo M.	O. S. K.	27, Mar.
Shanghai	Kwongsang J. M. Co.	J. M. Co.	28, Mar.
Shanghai, Kobe & Yokohama	E. Simons	M. M.	29, Mar.
Manila, Cebu and Iloilo	Chin Hua	B. & S.	30, Mar.
Yokohama, Kobe & Miike	Umaria	D. S. Co.	30, Mar.
S'hai, Moji, Kobe and Yokohama	Neilore	P. & O.	1, Apr.
S'hai, Vladivostok, Kobe & Moji	Sangala	D. S. Co.	2, Apr.
Manila	Yuenasag	J. M. Co.	3, Apr.
Shanghai, Moji & Kobe	Jinsea M.	N. Y. K.	8, Apr.
Sandakan	Hinsang	J. M. Co.	8, Apr.
Singapore, Penang & Calcutta	Itola	D. S. Co.	20, Apr.
Singapore, Mauritius & South			
African Ports	Salamis	B. L. L.	15, June
Shanghai	Typanas	J.O.J. L.	Q. desp.
Shanghai	Titaroom	J.O.J. L.	Q. desp.
Shanghai	Tikombang	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjikini	J.O.J. L.	Q. desp.
Japan	Tjiklap	J.O.J. L.	Q. desp.
Shanghai	Tjimanock	J.O.J. L.	Q. desp.
Java	Tjiliwong	J.O.J. L.	S. half O.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR NEW YORK VIA PORTS & SUEZ CANAL

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
General Agents.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
TO
MARSEILLES, LONDON & LIVERPOOL.

For	Steamer	Sails
MARSEILLES & LONDON	City of Corinth	24th March
"	Kalomo	10th May
"	City of Newcastle	20th May

Subject to change without notice.

For rates of freight and further information apply to

Hongkong, 13th March, 1915

THE BANK LINE, LTD.
General Agents.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P.M. s.s. MANOHURI sailed from Yokohama on Friday, March 19, via Manila for Hongkong. The mails have been transferred to the s.s. TAMBA M. of the N.Y.K. Line, which is scheduled to arrive at Hongkong on the 27th inst.
The P. M. s.s. CHINA will be despatched from this port on Tuesday, Mar. 23, at noon, for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.
The T. K. K. s.s. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 19th April, at noon.
The T. K. K. s.s. SHINYO MARU will next leave Hongkong for San Francisco, via usual ports, on Tuesday 11th May, at noon.

AUSTRALIAN MAIL.

The Australian Oriental Line s.s. CHANGHIA sailed from Hongkong on this date and may be expected to arrive on 28th March.

MERCHANT STEAMERS.

The Barber Line s.s. BOLTON CASTLE left Hongkong via Panama Canal for New York on the 25th January and is therefore due to arrive here about the beginning of April.
The s.s. SANGOLA from Calcutta, and the Straits left Saigon on the 24th instant at noon, and may be expected here on or about the 27th inst.

VESSELS IN PORT.

Steamers.	Arrival.
Ilion, Br. s.s. 6,527, G. L. Stout	18th inst.
Manila, 15th inst. Gen.—B. & S.	
Saint Egbert, Br. s.s. 3,553, G. Aitken	19th inst.
Manila, 19th inst. Gen.—D. & Co.	
Morax, Br. s.s. 2,229, Williams	19th inst.
Balk Papan, 13th inst. Ballant	
A. P. Co.	
Canada Maru, Jap. s.s. 3,537, T. Suruga	20th inst.
Shanghai, 17th inst. Gen.—O. S. K.	
Eulsang, Br. s.s. 1,776, H. Simpson	20th inst.
Singapore, 13th inst. Gen.—J. M. & Co.	
Singan, Br. s.s. 1,055, H. Trowbridge	21st inst.
Haiphong, 18th inst. Gen.—B. & S.	
Riojun Maru, Jap. s.s. 2,979, Y. Yamaguchi	21st inst.
Koolung, 19th inst. Gen.—D. & Co.	
Laertes, Br. s.s. 1,540, Jenkins	22nd inst.
Saloon, 18th inst. Rice Order.	
Tjpanas, Dut. s.s. 2,444, A. de Lange	22nd inst.
Holhow, 21st inst. Sugar	
J. C. J. L.	
China, Am. s.s. 3,186, H. Thompson	23rd inst.
San Francisco, 20th inst. Gen.—F. M. S. Co.	
Loongsang, Br. s.s. 1,029, Loask	23rd inst.
Manila, 20th inst. Gen.—J. M. & Co.	
Taiyo Maru, Jap. s.s. 1,630, T. Furumoto	23rd inst.
Dairen, Gen.—M. B. K.	
Haitan, Br. s.s. 1,183, J. W. Evans	24th inst.
Swatow, 23rd inst. Gen.—D. & Co.	
Devawongse, Br. s.s. 1,047, C. W. Shearson	23rd inst.
Rice—Chinese.	
Takung, Br. s.s. McClure	24th inst.
Holhow, 22nd inst. Gen.—J. M. & Co.	
Taiwan Maru, Japan s.s. 1,145, H. akal	24th inst.
English Bay, 25th inst. Salt—Chinese.	
Daigi Maru, Japan s.s. 646, S. Tokushige	24th inst.
Swatow, 23rd inst. Gen.—O. S. K.	
Kwanglo, Chinese s.s. 646, B. Miyakura	24th inst.
Bangkok, 15th inst. Rice—Chinese.	
Zafro, Am. s.s. 2,535, Ventorini	25th inst.
Saloon, 21st inst. Rice—Chinese.	
Kwangtsh, Chi. s.s. 1,536, Davis	25th inst.
Canton, Gen.—O. M. S. Co.	
Hainan, Chinese s.s. 1,258, Munro	25th inst.
Canton, Gen.—O. M. S. Co.	
Hikosan Maru, Jap. s.s. 3,554, S. Fujisaki	25th inst.
Saloon, 20th inst. Rice—M. B. K.	
Luzon Maru, Japan s.s. 2,968, T. Miyata	25th inst.
Kobe, 20th inst. Gen.—O. S. K.	

TO SAIL.

THE INDRA LINE Ltd.
For Boston & New York
via Suez.

For Freight, Passage and
Further Particulars, apply to—
**JARDINE, MATHESON
& CO., LTD.**
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.

Bills of lading will be counter-
signed by the undersigned.

THORES & Co.
Agents.

Hongkong, 19th March, 1915.

TO SAIL

CANADIAN PACIFIC
RAILWAY CO.'S
STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

MONTEAGLE

WILL SAIL FROM HONGKONG FOR
VANCOUVER

Accepting Cargo and Passengers for Canada, the United States,
West Indies, London, etc.

1st May and 3rd July.

Subsequent dates of sailing will be announced later.

Passage Rates:—
VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON,
VIA PANAMA

For Freight etc. apply to

THE BANK LINE LIMITED.
General Agents.

Hongkong, 29th January, 1915.

CONSIGNEES

CONSIGNEES

**EAST ASIATIC COMPANY,
LIMITED.**

**PACIFIC MAIL STEAMSHIP
COMPANY.**

COPENHAGEN.

From SAN FRANCISCO, JAPAN
PORTS AND MANILA.

NOTICE TO CONSIGNEES.

THE Steamship

"ARABIAN,"

having arrived, Consignees of
cargo are hereby informed that
their Goods, with the exception
of Opium, Treasure and Valu-
ables, are being landed and stored
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company,
Limited, Kowloon, whence deli-
very may be obtained.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees to-day re-
questing it to be landed here.
No claims will be admitted after
the Goods have left the Godowns,
and all goods remaining undeli-
vered after the 26th of March,
will be subject to rent.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns where they will be ex-
amined on the 26th of March,
at 10 a.m.

All claims must reach us before
the 2nd of April, 1915, or they
will not be recognized.

No Fire Insurance will be
effected.

Bills of lading will be counter-
signed by the undersigned.

THORES & Co.
Agents.

Hongkong, 19th March, 1915.

The above mentioned vessel
having arrived consignees of
cargo are hereby notified to send
in their bills of lading for coun-
tersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will
be landed immediately and con-
signees' risk and expense.

Cargo remaining on board
Thursday, March 25th, 1915 at
noon will be subject to landing
charges and if undelivered
Monday, March 29th, 1915 at 5
p.m. will be subject to both land-
ing and storage charges.

No Fire Insurance whatever
will be effected.

All chafed and otherwise dam-
aged cargo will be examined at
the above Company's godown
Saturday, March 27th, 1915, at 10
a.m.

No claim will be entertained
unless accompanied by short deli-
very note or list of exceptions
taken at the time of delivery to
consignees and signed for and on
behalf of the Pacific Mail S.S. Co.

All claims must be filed on or
before April 7th, 1915, other-
wise they will not be recognized.

B. O. MORTON,
Agent.

Hongkong, 23rd March, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL	ENTRANCE BREADTH	DEPTH OF WATER AT LOW TIDE	DEPTH OF WATER AT HIGH TIDE	RISE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	700'	150' top bottom	10'	10'	0'
No. 2 Dock, Kowloon	271'	71'	10'	10'	0'
No. 3 Dock, Kowloon	256'	66'	10'	10'	0'
Patent Slip, No. 1 Kowloon	400'	60'	10'	10'	0'
Patent Slip, No. 2 Kowloon	250'	60'	10'	10'	0'
CAL-KOK-TSUI					
Cosmopolitan Dock	464'	51'	10'	10'	0'
ABERDEEN					
Hong Dock	420'	51'	10'	10'	0'
Lanau Dock	221'	51'	10'	10'	0'

HEAD
OFFICE: KOWLOON.
Telephone No. 1 K.

Please Address Enquiries to the Chief Manager

R. M. DYER B.Sc., M.I.N., Kowloon Dock, Hongkong

QUEEN'S BUILDINGS.
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, MARCH 26, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

Great Russian Victory.

March 25, 8.35 p.m.
According to Reuter's correspondent in Rome it is reported that the Russians have won a great victory at Starostya, in Hungary, between the Lapkow and Uzok Passes, after a three days' battle.
Simultaneously large Russian forces arrived secretly in the Uzok Pass, and violently attacked the Austrians, driving them southwards.
Fighting is not yet finished, but the Russian triumph seems certain, as Russian re-inforcements are constantly arriving.
The battles entailed enormous losses.

German Submarine U 29 Reported Sunk.

March 25, 10.50 p.m.
A Press Bureau message states that the Admiralty have good reason to believe that the German submarine U 29 has been sunk with all hands.
The U 29 was recently active around the Solleys and was commanded by the notorious Weddigen, who sank the three Oressies.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

Belgian Relief Fund.

The following is the programme for the yacht races to be sailed from the Royal Hongkong Yacht Club to-morrow, the entrance fees for which are to be given to the Belgian Relief Fund.

Handicap Class.
Course:—Lyemman Beacon (P) East Rock Buoy (P) Lyemman Beacon (S) Distance 10.1 miles. Preparatory Gun 2.15 p.m. Starting Gun 2.20 p.m. Entrance Fee \$10.

Handicaps.
Secs per mile.
Scratch.
Dipone. 15
La Linda. 15
Rolla. 15
Colleen. 40
Kathleen. 45
Dorothea. 60
Aysha. 70
Corrine. 80
Spoonrift. 80
Ellaene. 80
Bancroft. 80
Vera. 100

One Design, R.H.V.C. Heyward Hays and Guel Class, C.V.C. Course:—Lyemman Beacon (P) East Rock Buoy (P) Channel Rock (S) Distance 8.1/2 miles. Preparatory Gun 2.35 p.m. Starting Gun 2.40 p.m. Entrance Fee \$5.

Secs per mile.
Scratch.
Alisa. 30
Allanah. 30
Daphne. 30
Bonita. 30
Halcyon. 30
Sirius. 30
Dawn. 30
White Rose. 30
Lisa. 30
Gwen. 30
Lysbeth. 30
Bat. 35
Gael. 35
Thecla. 35
Joan. 35
Ashore. 40
Owl. 40
Tourette. 40
Beatrice. 50

Mr. Cecil Ansell.

Mr. Cecil Ansell, Mr. Raphael Tuck & Son's Far Eastern representative, arrived by the Oriental yesterday. Mr. Ansell expects to stay here for about ten days and then proceeds to Shanghai and Japan.

THE PRINCE OF WALES' FUND.

Handsome Donation by Masonic Lodges.

We have received the following further statement, subscription List No. 25, in connection with the above fund, from Mr. N. J. Stabb, Hon. Treasurer:—
Mr. O. O. Lawrence... \$10
Members of the Institution of Engineers and Shipbuilders (Feb)... 245
Kwong Fuk Steam Launch Co... 25
Lai Ying Kee Rickshaw Shop... 130
A. S. ... 20
Captain Alecock... 30
Hongkong Volunteer Corps, Sergeants' Mess... 100
Anonymous (per H. B. M. Postal Agent, Swatow)... 10.51
H. W. Turnbull, St. John's Hall... 5.00
Freemasons of Hongkong and China, English Constitution, (as per letter below)... 11.300
11,875.51

Already acknowledged, Lists 1/24 ... 222,876.32

\$231,751.83

Monthly Subscriptions

Already acknowledged, Lists 1/24 ... 34,907.48

35,001.71

269,753.54

Remitted to London

22/12/14 £17,000 at 1/8 5/16 ... 191,438.95

Balance in hand \$78,316.59

The following is a letter from Mr. T. F. Hough, District Grand Master for Hongkong and South China E. O. enclosing the contribution from the Masonic Lodges:—

N. J. Stabb Esq.
Hon. Treasurer.
Prince of Wales' National Relief Fund
Hongkong.

Dear Sir,

It gives me great pleasure to hand you herewith cheque for Dollars eleven thousand, three hundred (\$11,300.00) subscribed by the Freemasons of Hongkong and South China working under the English Constitution towards the above fund, subscriptions from the various Lodges and Chapters being as follows:—

District Grand Lodge of Hongkong and South China ... \$1,000.00

Zetland Lodge No. 525 E. O. ... 2,500.00

Victoria Lodge No. 1028 E. O. ... 2,500.00

Perseverance Lodge No. 1165 E. O. ... 1,000.00

United Service Lodge No. 1341 E. O. ... 1,000.00

University Lodge No. 3668 E. O. ... 500.00

Star of Southern China Lodge No. 2013 E. O. ... 380.00

Foonchow Lodge No. 1912 E. O. ... 250.00

Gathys Chapter No. 1165 E. O. ... 750.00

Rose Croix Chapter No. 73 E. O. ... 500.00

Victory Chapter No. 625 E. O. ... 100.00

United Chapter No. 1341 E. O. ... 100.00

Ethel Mark Lodge No. 284 E. O. ... 500.00

Victoria Preceptory and Priory No. 78 per Wor. Bro. Guy Thorne, Canton ... 50.00

\$11,550.00

Less amount paid by Foonchow Lodge to the Foonchow Local Fund ... 250.00

\$11,300.00

POLICE INSPECTION.

HIS EXCELLENCY'S ADDRESS TO THE FORCE.

An Indian Faints During the Ceremony.

At the Police compound this afternoon, His Excellency the Governor made his annual inspection of the Police Force. The men under the Hon. Captain Superintendent (Mr. Mo I. Messer) looked particularly smart and were a credit to the Colony as well as to their Chief. During the inspection by His Excellency, who was attended by the Hon. Colonial Secretary, Mr. C. Severn, one of the Indians fainted, but was removed from the ranks with creditable expedition and the gap speedily filled up. After the inspection His Excellency addressed the force.

His Excellency said:—
Last year I had to congratulate the Force on a very welcome decrease in crime for the year 1914 as compared with the years 1911 and 1912. This year I have again to congratulate you on a decrease of over 13 per centum in serious crime and of over 31 per centum in minor crime for the year 1914 as compared with 1913. The decrease may in some measure be due to loss of population owing to the war and to other circumstances connected with it. Nevertheless the figures are very satisfactory. Recently, however, there has been an access of crime and you must redouble your efforts if this satisfactory condition is to be maintained.

But it is not only in the performance of your Police duties that you have given cause for satisfaction. Since the outbreak of war many of you have been employed under the Military Authorities and in this important work no less than 150 of the Indian Police were employed for some weeks after the outbreak of war. A great many Chinese Police have also been employed from time to time and it gave me great pleasure to learn that His Excellency the General Officer Commanding was well satisfied with the way in which the Hongkong Police did the duties allotted to them.

It has been with much regret that I have been unable to allow many members of the European Contingent and some of your officers to go to the front. But you will understand that the important duty of maintaining law and order in the Colony devolves primarily upon you and that therefore I have been unable to denude the Force. Remember that the more successful you are in doing that work and in co-operating with the Military and Naval Authorities in whatever direction they may require assistance the easier it is to spare men of the Regular Garrison for the front. Thus you have one and all an indirect share in the stupendous struggle in which the Empire is engaged. I know this reflection must be a source of satisfaction to you all and that you will continue during the many months the war must still last to emulate the splendid spirit of devotion to our King and Emperor which has united the whole Empire and all races of whatever creed with it.

In this connection I would like to mention Orders represented here by the "Rose Croix Chapter No. 73," "Victoria Preceptory and Priory No. 78" and "Ethel Mark Lodge No. 284" as identifying themselves with the Lodges and Chapters which are under my immediate rule in responding so generously to my appeal. I remain, Dear Sir, Your obedient Servant.

T. F. Hough,
District Grand Master for Hongkong & South China E. O.
Hongkong, March 25, 1915.

ABSCONDING DEBTORS.

The Bankruptcy Court Treated as "Dust-bin."

The majority of local debtors seem to treat the Bankruptcy Court as a sort of dustbin, as I may say. They fail in business and they have no intention to assist the Court or the creditors—they leave the Colony their books, perhaps taking away the important ones, leaving assets behind, they abscond to the country, and leaving the Official Receiver to gather up the loose ends as best he may.

This was a remark which fell from Mr. Carmichael, the Official Receiver, in the Bankruptcy Court, this afternoon.

VOLUNTEER ORDERS.

Corps Orders issued by Lieut. Col. A. Chapman V. D. to-day say:—

Promotions. Lieut. J. F. Gross, Right Section M. G. Co., is promoted to be Corporal, dated 26. 3. 15. Lieut. E. Gomes and F. L. da Rosa, Right Section M. G. Co., are promoted to be Lance Corporals, dated 28. 8. 15.

Joined. No. 1837 Bagler Murray, having joined the ranks, is posted to Right Section M. G. Co. as Private.

Parades. Parades for Saturday, 27th instant.

Detail. Officers on duty Capt. Wood, Lieut. Kennett and Lieut. Danby. Orderly Officer, Lieut. Kennett. Orderly Sergeant, Corp. Bolton. Medical Orderly, Pte. Thomson. To furnish Guard.

At Volunteer Headquarters, 7 p.m. to-day to 7 a.m. to-morrow, Right Section M. G. Co. 7 a.m. to-morrow to 7 a.m. 3rd April, H.K.V.R.

At Mount Austin Barracks, 10.15 p.m. to-day to 7 a.m. to-morrow No. 2 Section Artillery Battery, 27th March to 3rd April, H.K.V.R.

LEGAL TIT BITS.

What Lawyer can not do and What Judge Can.

In the Summary Court, this morning:—

Mr. Dennis (for the defendant). Your Lordship fixed this case for hearing, although the defendant was not in the Colony. He will not be back for a fortnight.

His Lordship: That makes it all the easier for the plaintiff (laughter).

Mr. Shenton (for plaintiff). This case has been adjourned, and adjourned, and we can not allow it to go on *ad infinitum*.

Mr. Dennis: My man has gone up there I am told for the express purpose of dealing with this case. I cannot make him come down!

His Lordship: No, but I can give judgment against him if he does not (laughter).

The hearing was fixed for the 9th.

A Long Action.

Mr. Shenton: I have an original action commencing on the 12th. His Lordship: How can you—

is not this case (the Yue Hing) going to last all the summer (laughter).

Mr. Crew: It will finish the week after next.

His Lordship: In spite of the vacation?

Mr. Crew: Well as far as I can tell (laughter).

Rather Steep.

Mr. Gardiner: A youth sued for money lent. What is the interest?

The Youth: Seven per cent per month (sensation).

Mr. Gardiner: Rather steep (laughter).

His Lordship adjourned the case to Chambers.

Every one in turn.

Mr. Stephens: May I mention a case in which the same defendant?

His Lordship: I am calling out the cases in order in the list, Mr. Stephens; I am not quite ready yet.

INVITATIONS TO MERCHANTS.

By the courtesy of the American Consulate General, Hongkong, we have been supplied with a Trade Inquiry List which states:—

Hongkong merchants are invited to correspond with American concerns seeking Hongkong connections as listed below:—

Screw cutting engine lathes. The South Bend Lathe Works of South Bend, Indiana, is seeking Hongkong connections for the introduction of its line of screw cutting engine lathes for use in machine and railroad shops, mines, mills and similar establishments and invites correspondence.

Waterproof clothing, hospital sheeting, etc. The New York Mackintosh Company of Mamaroneck, N.Y., is seeking Hongkong connections for the introduction of its line of waterproof clothing, hospital sheeting, and a general line of drug sundry supplies.

Motor Trucks. The General Motors Truck Company of Pontiac, Mich., whose New York office is at No. 236, West 59th Street, New York City, seeks a Hongkong agent for the introduction of its line of electric trucks and invites correspondence.

Leather and Hides. Messrs. Freedman and Spiegel of No. 82, Gold Street, New York City, seek connections with Hongkong people buying or selling leather or sheep skins, goat skins and all similar raw material.

Buyer's Agent. Mr. J. C. Copping of No. 511, Natchez Street, New Orleans, La., seeks Hongkong connections as a buyer in the United States for his line of goods, specializing in provisions, flour, grain, feed and illuminating and fuel oil.

Type and Printers Supplies. Messrs. Barhart Brothers and Spindler, corner of Monroe and Throop Streets, Chicago, Ill., are seeking Hongkong connections and dealers in printers' supplies of all sorts.

Chemicals. Messrs. B. Heller and Company of Calumet Avenue and 40th Street, Chicago, Ill., seek a Hongkong agent for the sale of their line of chemical manufactures including sanitary specialties of various sorts, lard purifier, and similar goods.

Automobiles. Messrs. V. Lopez & Company of No. 182, Duane Street, New York City, seek Hongkong connections for the sale of used automobiles and the chassis of cars now being operated in this vicinity.

Indicators for Copying. The Drop-A-Line Indicator Company of No. 328, W. Madison Street, Chicago, Ill., is seeking a Hongkong agent for an automatic indicator for use in connection with typewriters, billing and adding machines and for copying generally and invites correspondence.

Butan. The Spokane Paper and Stationery Company of Spokane, Wash., invites correspondence relating to rattan suitable for the centres of corn brooms.

Import and Export. The North West Trading Company of the 42nd Storey, L. O. Smith Building, Seattle, Wash., is seeking Hongkong connections for a general import and export business, its export business at present including all iron and steel products, cotton goods, dried fruit and the like and its import business including walnuts, peanuts, linseed, rapeseed and all similar goods.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The Australian Oriental Line's TAIYUAN left Sydney for Hongkong, Australia and Philippine Ports on 25th inst. and may be expected to arrive on or about 19th April.

The T. K. K. L. OHIO MARU sailed from Hongkong the 25th instant at noon, she will next leave for San Francisco via usual ports on Tuesday, the 5th June at noon.

UNION INSURANCE SOCIETY OF CANTON LIMITED.

Subject to audit the Directors will recommend that a final dividend of \$20 and a bonus dividend of \$5 per share be paid for account 1913, making \$55 per share for the year, an interim dividend of \$30 per share for 1914, and a bonus of 20 per cent on contributory premium. They will further recommend that \$25,000 be passed to Sterling Reserve Fund, leaving \$505,000 to be carried forward to Underwriting Suspense Account, thus closing the account for 1913.

LATE TELEGRAMS.

Casualties.

London, March 12.

Wounded.—L. H. Andrews, E. Broadway, E. Doda, G. Holman (Shropshire), K. W. Johnson, G. P. Helby and H. H. Sutherland.

London, March 13.

Died of wounds.—P. A. O'Brien.

Wounded.—C. S. Lydenbell, G. Wheeler.

London, March 14.

Killed.—N. Donaldson, F. E. Fen-ran, H. Hayes Newington, A. Knight Bruce, T. H. Midden, Second-Lieut. W. Murphy (Leicesters), E. P. Shakerley, C. Vance, A. L. Watt, H. M. Webb, C. E. E. Wells, L. Yeo, P. Young, A. G. Irving, A. E. Morgan.

Died of Wounds.—Lieut. W. Kerr (Cameronians).

Wounded.—B. Carter Kinghorn, B. Homilly.

French Rejoice Over British Victory.

Paris, March 13.

The British victory at Neuve Chapelle has excited enthusiasm here. It is regarded as an important advance. The details received from Boulogne state that the effective preparatory work of the French heavy guns forced the Germans to abandon the advanced positions, while French artillery, by shelling troops defending Neuve Chapelle, led them to expect an infantry attack. The British at dawn delivered a vigorous assault on the trenches north-west and south-west of the village.

The Germans, fearing this was a feint, and that the real assault, as previously, would be made directly on the village, did not dare to weaken their main defences. This was the cause of their downfall, for, with great dash, the British captured the trenches, killing or capturing all the defenders, and completely surrounding the village. The German leaders, too late detected the manoeuvre, and, collecting all their men, threw them against the British. These efforts were in vain and their advance was checked by the British fire.

The majority surrendered without resisting and profiting by the disorder of the enemy the British increased their advantage and advanced towards Aubers. Meanwhile, the Germans were reinforced and counter-attacked vigorously, but did not gain an inch of ground. Their losses were heavy, and the British comparatively low, especially in view of the results achieved.

Cutting and Wounding. The Chinese charged with cutting and wounding was remanded at the Police Court, this morning. Unlawful Possession of \$2,500. At the Police Court, this morning, a Chinese was fined \$2,500 for being in unlawful possession of \$2,500 or in the alternative six months' imprisonment.

Cheating the Revenue. A Chinese compendious was fined \$10 or in default fourteen days at the Police Court, this morning, for affixing two cent stamps to bills instead of five cent stamps.

S.-SELLERS SA-SALES P.-BUYERS N.-NOMINAL

H. YOSHIDA, etc., etc.

ALL PICTURES WARRANTED
TO BE GENUINE

An inspection is cordially
invited.

KOMOR & KOMOR,
Alexandra Building.

Patna, New	9,200	"
Patna, Old	9,325	perche.
Benares, New	9,200	"
Benares, Old	9,050	"
Benares, Old	8,950	"

THE ALEXANDRA CAFE
Cannot be Beaten, if Equalled

MAIL STEAMERS

RUTTONJEE & SON.

Obtainable Everywhere.